

Rand to Bull Plain Railway Act 1924 No 60

[1924-60]



New South Wales

Status Information

Currency of version

Repealed version for 23 December 1924 to 7 July 2011 (accessed 26 November 2024 at 7:30)

Legislation on this site is usually updated within 3 working days after a change to the legislation.

Provisions in force

The provisions displayed in this version of the legislation have all commenced.

Notes—

- **Repeal**

The Act was repealed by Sch 4 to the [Statute Law \(Miscellaneous Provisions\) Act 2011 No 27](#) with effect from 8.7.2011.

Authorisation

This version of the legislation is compiled and maintained in a database of legislation by the Parliamentary Counsel's Office and published on the NSW legislation website, and is certified as the form of that legislation that is correct under section 45C of the [Interpretation Act 1987](#).

File last modified 8 July 2011

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Rand to Bull Plain Railway Act 1924 No 60



New South Wales

An Act to sanction the construction of a line of railway from Rand to Bull Plain; and for purposes connected therewith.

1 Name of Act

This Act may be cited as the *Rand to Bull Plain Railway Act 1924*.

2 Work sanctioned

The carrying out of the work described in the Schedule to this Act is hereby sanctioned.

3 The plan

The plan of the said work is the plan marked "*N.S.W. Railways, Rand to Bull Plain, Schedule Plan*", signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.

4 Cost

The cost of carrying out the said work (exclusive of land resumptions) is estimated at one hundred and seventy-five thousand nine hundred and thirty-three pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.

5 Work may be constructed on road

The said work may be constructed on or along or by the side of any road or highway.

Schedule Rand to Bull Plain

THIS line commences at the southern end of Rand Station on the northern bank of Billabong Creek at 393 miles 56 chains from Sydney; it immediately crosses that creek and proceeds in a south-westerly direction, and crosses Fighting Harry Creek at 397 miles 40 chains; the Daysdale-Walbundrie road is crossed at 401 miles 20 chains, about 2 miles beyond which Coreen Hill is passed, and on the north the Daysdale-Carowa road and stock route are crossed at 410 miles, Daysdale being distant by that road 4 miles 60 chains; Twelve-mile Creek is crossed at 412 miles, and the line terminates near Bull Plain and about 6 miles south-easterly from Savanake and about 5 miles north-westerly from Ringwood at 421 miles 20 chains from Sydney; and is subject to such deviations and modifications as may be

considered desirable by the Constructing Authority.